

Mr. R. Mahadeva Aiyar, in his Report on the Kodayar Project (page 25, Vol. III), and it should be allowed in all cases as a general rule.

(ii) Insufficient supply of water for cultivation. During times of drought, there is less water in the reservoir and more demand for its supply.

(iii) The removal, at the discretion of the P. W. D. of the spouts in the channels. Permanent sluices with shutters should be constructed in the main channel and all the branches, after finding out by actual experiment the quantity of water required for each block.

(iv) The necessary feeding channels to distribute water from the block sluice to the block tail-end had not been provided. Fields in the same block might be in different stages of cultivation and ryots would not allow water to be taken across their cultivated fields.

(v) The rotation system under which water was being distributed did not guarantee a steady and continuous supply throughout the season, and gave room for corruption and complaints. This system should give place to something better.

(vi) Cart roads to take manure to the fields and the harvest to the threshing floors were not in existence. Even the bank of the channel fit for cart traffic was blocked in several places by the P. W. D. Those obstructions should be removed and orders issued for the opening of as many roads as possible to facilitate cultivation. This also was one of the suggestions of the Special Officer, Mr. Mahadeva Aiyar.

(vii) Want of grazing grounds. It was necessary to prevent lands fit for use as grazing grounds being indiscriminately brought under registry.

(viii) The silt in the channel beds was not being removed. It might be auctioned away to the ryots for use in their fields.

(ix) Though it was anticipated that the Right Bank Channel could be opened to irrigate lands in the Vilavankod and Neyyattinkara taluks, it had not been possible owing to the deficiency of water in the reservoir. The ryots had no guarantee that they would be supplied with water for the lands converted into wet. The quantity of water required for each block and the capacity of the channels should be ascertained by experiments by experts, and permanent sluices (with shutters) of the required capacity should be constructed in all the branches in the light of the knowledge gained by the experiments.

(x) The rate of interest for agricultural loans should not go above 5 per cent. The proposed rate of $7\frac{1}{2}$ per cent was very high.

(xi) There was no co-ordination of the activities of the P. W. D., Agricultural, Forest and Land Revenue departments; nor was there any opportunity for them to come in contact with the ryots. The establishment of an Irrigation Board was therefore necessary.

(xii) Obsolete tank beds had in the past been freely sold in auction without ascertaining whether there were facilities to bring them under wet cultivation. The auction sale should be stopped till it was found that all the present conversions could get an adequate supply of water.

Dewan's reply.—The suggestions made by the Member will be considered.

57. The need for enquiring into the difficulties experienced by the ryots of the Neyyattinkara taluk and for the immediate sanction of a reasonable amount of money for effecting improvements to the tanks and canals in that taluk.

Mr. Mathevan Krishnan (Member, Neyyattinkara Taluk) spoke at length on the condition of the irrigation tanks in the taluk and stated that the Dewan Peshkar, Trivandrum, who inspected the place and conferred with the people had recommended that, out of the total cost for the works, three-fourths should be borne by the

Government and one-fourth by the ryots concerned and requested early orders in the matter. He then urged the early execution of the following works :—

(i) Improvement of the Vandiyar and Karupatti *chiras*. Catchwater drainage channels on both sides of the Kottukal *Elu* and in the Karupatti *chira* should be constructed to carry off the monsoon drainage; the people were willing to give up the required lands free of compensation. In the opinion of the Member, the drainage channels were more important and should be taken up before the restoration of tanks.

(ii) Improving the drainage channels from Vellayani Lake to the Karamana river. During floods the water rose to a good height and prevented the floods from the fields flowing into it; in consequence considerable damage was caused to cultivation.

(iii) Restoring the damaged sluice at Korandikara.

The Member next urged the improvements of the following traces and their conversion into cart roads so as to facilitate transport of manure for agricultural purposes.

- (1) Malayankil—Ooruttambalam trace.
- (2) Nemam—Ooruttambalam trace.
- (3) Peyad—Vellnad trace—5 miles long.
- (4) Thatchuttukavu—Athiyurkonam trace and
- (5) Aramannur—Ooruttambalam trace.

Dewan's reply.—The Peishkar's report referred to by the Member regarding the tanks in the Neyyattinkara taluk has been just received. It will be considered and orders passed. As regards the catch drains on either side of the Karupatti *chira*, the D. P. W. will be requested to make provision for them in the estimate for the repair of the *chira*. As regards draining Vellayani, the Chief Engineer says that only pumping is possible. People should co-operate and set up a pumping plant.

Member.—Government should undertake the work. People may contribute for the cost, if necessary. A conscientious P. W. D. officer should be deputed.

Dewan.—As regards the culvert across the Korandi canal, Government will do the needful after getting an estimate.

58. The deplorable condition of the village roads and traces in the Neyyattinkara taluk and some suggestions for their improvement.

Mr. K. Padmanabha Pillai (Member, Neyyattinkara Taluk) expressed his gratification at the principle enunciated by Government that preference should be given to the improvement of means of communication, and submitted that there were about 125 miles of roads and 34 miles of traces in the taluk, besides the Main Southern Road passing through the taluk and that most of the important roads were in a deplorable condition owing to the insufficiency of allotment or owing to the maintenance works not being properly attended to. He prayed for a number of works being immediately attended to. The most important of which was the improvement of the Amaravila-Ottasekharamangalam road. That was one of the oldest roads in the taluk 9 miles in length and connecting 25 congested villages with the Neyyattinkara town; there were a number of departmental and aided schools, two Proverthy Cutcheries, one Police out-post and two important markets served by that road. Owing to the absence of 3 small bridges and half a dozen culverts, it was practically useless for traffic during the rains, and people were undergoing considerable hardship. The Member requested that the improvement of the road might be taken up urgently by the P. W. department. Among the other works referred to by the Member were the following :—

- (i) extending the Oothiyankulangara to Kulathur Chavadi road to meet the Puvar-Shankurutti road between the 3rd and 4th mile;
- (ii) widening and improving the trace from the 6th mile M. S. road to the 3rd mile Balaramapuram-Kattakada road ;
- (iii) constructing a bridge at Puvar on the Puvar-Shankurutti road ;
- (iv) improving the road beginning from the 2nd mile of Amaravila-Ottasekharamangalam road eastward to join Amaravila-Anapara Ambalam road and making